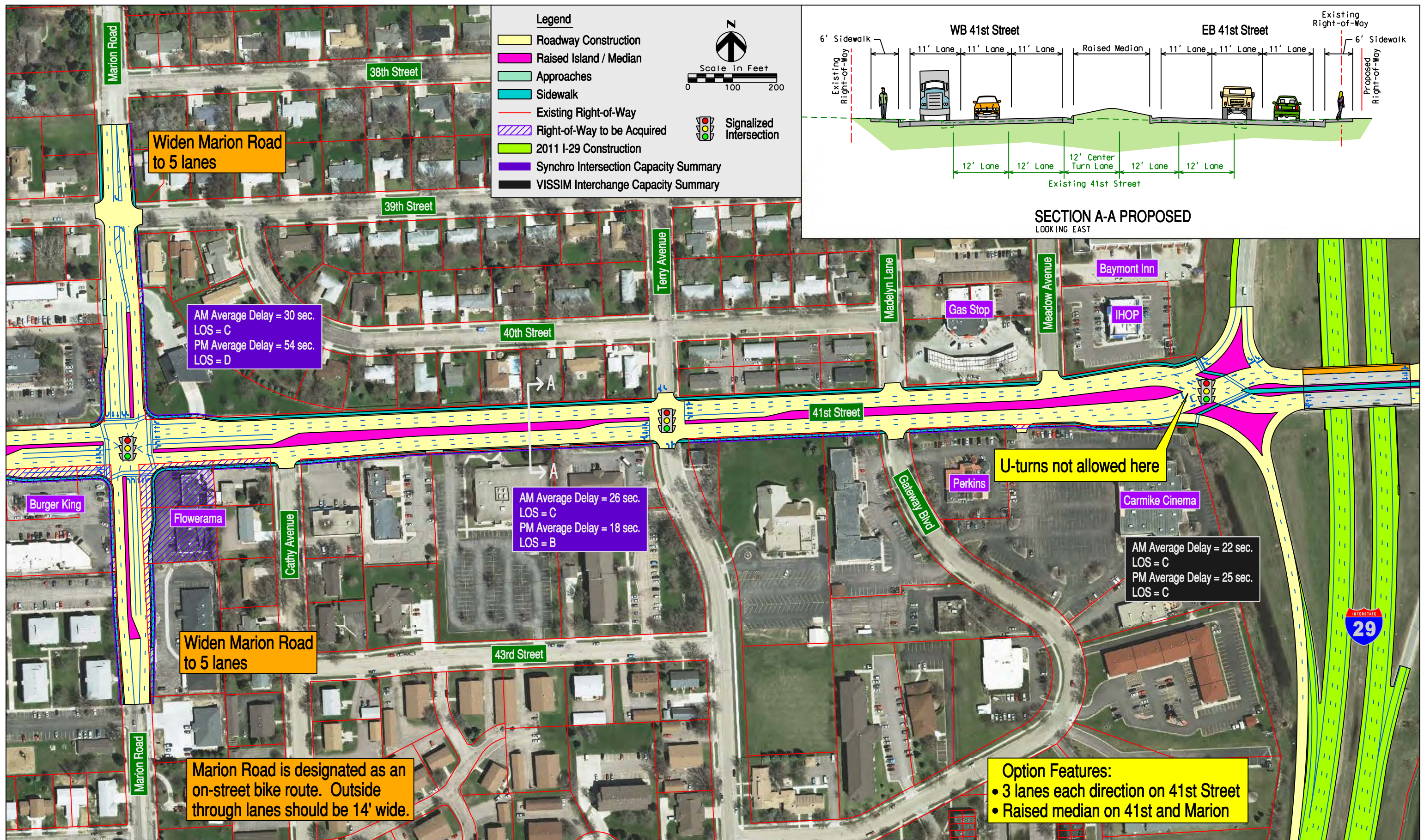


Segment 2 Concept Options Comparison		Consultant recommended option	
Option	A – Raised median	B – Raised median w/ $\frac{3}{4}$ movement	C – Center two-way left turn lane
Year 2035 Traffic Operations (PM Peak hour)			
Marion Road intersection			
Level of Service (LOS)	D	D	D
Avg. Delay (seconds)	54	54	54
Terry Avenue intersection			
Level of Service	B	B	B
Avg. Delay (seconds)	18	18	18
I-29 SB off-ramp intersection			
Level of Service	C	C	C
Avg. Delay (seconds)	25	25	25
Roadway Safety	Good	Good	Poor
Right-of-Way Impacts	Moderate	Moderate	Minimal
Construction Cost	Moderate	Moderate	Moderate
Ease of Construction	Moderate	Moderate	Moderate
Traffic Impacts during Construction	Moderate	Moderate	Moderate
Business/landowner Acceptance	Poor	Moderate	Good
Driver Acceptance	Moderate	Good	Good
Meets design guidelines	Yes	Yes	No
Pedestrian benefits	Good	Good	Moderate

Benefits/drawbacks of options as well as basis of Consultant Recommended Option are listed on the project website:

http://www.sddot.com/pe/projdev/planning_ss_I29Exit77.asp



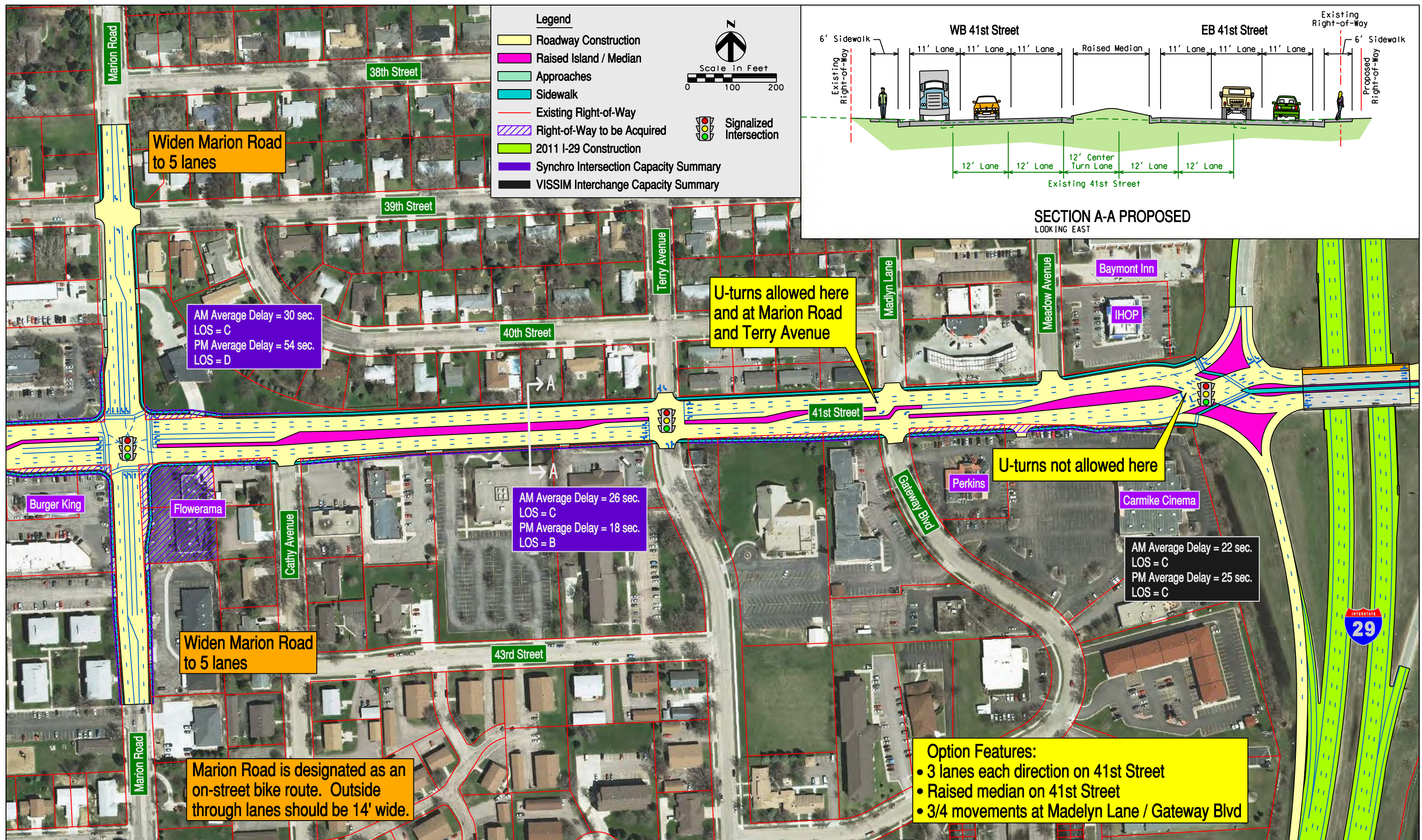
Drawn By: B. Miller
Date: 9-21-2011
Checked By: J. Unruh
Date: 9-21-2011
Revisions: 3-9-2012



41st Street from Marion Road to Interstate 29
Improvement Option A
I-29 Exit 77 (41st Street) Crossroad Corridor Study
Sioux Falls, SD

Figure
6-2A

Date of Aerial Photography: 2008



Drawn By: B. Miller
Date: 9-21-2011
Checked By: J. Unruh
Date: 9-21-2011
Revisions: 3-9-2012



41st Street from Marion Road to Interstate 29
Improvement Option B
I-29 Exit 77 (41st Street) Crossroad Corridor Study
Sioux Falls, SD

Figure
6-2B

Date of Aerial Photography: 2008

